

ART 34 AMDT

VERIFICATION

I, Brita Baumgärtel, of
Mittermayrstr. 12, D-80796 München, hereby declare that I am
the translator of the documents attached and certify that
the following is a true translation to the best of my
knowledge and belief.

Munich, March 16, 2005

Brita Baumgärtel
.....
(Translator)

5. The hybrid drive for a motor vehicle according to one of Claims 1 to 4, characterised in that

- the carrier (22) accommodates a hydraulic manifold plate (70) at its inner wall (24) and/or its outer wall (26).

6. The hybrid drive for a motor vehicle according to one of Claims 1 to 5, characterised in that

- the first shiftable clutch (7) and the first electrical machine (4) and the second shiftable clutch (8) and the second electrical machine (6) are arranged in series in the drive train (1) between the combustion engine (2) and the vehicle transmission (3).

7. The hybrid drive for a motor vehicle according to one of Claims 1 to 6, characterised in that

- the first shiftable clutch (7) and the first electrical machine (4) are arranged in a parallel side train (9) which branches off the drive train (1) between the combustion engine (2) and the second shiftable clutch (8) in such a manner, that the first electrical machine (4) can be disengaged from the combustion engine (2) by the first clutch (7) and the second electrical machine (6) by the second clutch (8).

8. The hybrid drive for a motor vehicle according to one of Claims 1 to 7, characterised in that

- the first electrical machine (4) is connected with a hydraulic pump (10) of the vehicle transmission (3).

9. The hybrid drive for a motor vehicle according to one of Claims 1 to 7, characterised in that

- the first electrical machine (4) is connected with one or several auxiliary units of the motor vehicle for driving same.

10. The hybrid drive for a motor vehicle according to one of Claims 1 to 9, characterised in that

- the second electrical machine (6) has a higher power consumption/output than the first electrical machine (4).

11. The hybrid drive for a motor vehicle according to one of Claims 1 to 10, characterised in that

- the vehicle transmission is an automatic transmission (3).

12. The hybrid drive for a motor vehicle according to one of Claims 1 to 11, characterised in that

5 - the power actuation control (11) is divided into several modules (36) each of which being electrically connected with at least one of the stator and/or rotor coils (22, 24), with the modules (36) being arranged distributed at the circumference of the electrical machine and coupled with the cooling means of the carrier (22) in a thermally conductive manner.

10 13. The hybrid drive for a motor vehicle according to one of Claims 1 to 12, characterised in that

- the modules (36) of the power actuation control (11) are radially arranged at the outside of the cooling means.

15 14. The hybrid drive for a motor vehicle according to one of Claims 1 to 13, characterised in that

- the cooling means is formed by fluid channels (32) crisscrossing the carrier (22).

20 15. The hybrid drive for a motor vehicle according to one of Claims 1 to 14, characterised in that

- the carrier (22) comprises at least one opening (54) to at least one of the fluid channels (52), into which cooling elements (58) protrude which are arranged at one of the modules (36) of the electronic control circuit.

25 16. The hybrid drive for a motor vehicle according to one of the previous claims, characterised in that

- the cooling elements (58) protruding into the fluid channels (52) and/or the wall of the fluid channels (52) are designed in such a manner that they cause a turbulent flow in the fluid flowing in the fluid channels (52).